

safety and the public interest require the adoption of the rule as proposed.

The FAA estimates that 14 airplanes of U.S. registry will be affected by this AD, that it will take approximately 48 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will be provided by the manufacturer at no cost to the operators. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$40,320, or \$2,880 per airplane.

The total cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

95-12-04 Airbus Industrie: Amendment 39-9254. Docket 94-NM-98-AD.

Applicability: Model A320-231 series airplanes; manufacturer's serial numbers (MSN) 028, 035, 037, 038, 043, 045 through 058 inclusive, 064 through 067 inclusive, 074 through 077 inclusive, 080 through 082 inclusive, 089 through 092 inclusive, 095, and 096; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent leakage of the fire extinguishing agent, which could prevent the proper distribution of the agent within the nacelle in the event of a fire, accomplish the following:

(a) Within 500 flight hours after the effective date of this AD, perform a functional check to detect leakage of fire extinguishing agent from the distribution piping of the engine fire extinguishing system, in accordance with either Airbus All Operators Telex (AOT) 26-11, dated January 3, 1994, or Airbus Service Bulletin A320-26-1032, dated March 31, 1994.

(1) If no leakage is found, or if leakage is within the limits specified in the AOT or the service bulletin, repeat the functional check thereafter at intervals not to exceed 500 flight hours.

(2) If any leakage is beyond the limits specified in the AOT or the service bulletin, prior to further flight, modify the piping in accordance with either the AOT or Airbus Service Bulletin A320-26-1031, dated March 31, 1994.

(b) Within 4,000 flight hours after the effective date of this AD, modify the piping in accordance with either Airbus AOT 26-11, dated January 3, 1994, or Airbus Service Bulletin A320-26-1031, dated March 31, 1994. Accomplishment of this modification constitutes terminating action for the repetitive functional check requirements of this AD.

(c) An alternative method of compliance or adjustment of the compliance time that

provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The functional checks and modification shall be done in accordance with either Airbus AOT 26-11, dated January 3, 1994, or Airbus Service Bulletin A320-26-1031, dated March 31, 1994; or Airbus Service Bulletin A320-26-1032, dated March 31, 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on July 17, 1995.

Issued in Renton, Washington, on May 26, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 95-13506 Filed 6-14-95; 8:45 am]
BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-96-AD; Amendment 39-9246; AD 95-11-13]

Airworthiness Directives; McDonnell Douglas Model MD-11 Series Airplanes Equipped With Pratt & Whitney Model PW4460 and PW4462 Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects a typographical error that appeared in paragraph (c) of the above-captioned airworthiness directive (AD) that was published in the Federal Register June 1, 1995 (60 FR 28527). A typographical error in paragraph (c) of the AD resulted in a reference to a part number that is inaccurate.

DATES: Effective June 16, 1995.

The incorporation by reference of certain publications listed in the regulations was previously approved by the Director of the Federal Register as of June 16, 1995 (60 FR 28527, June 1, 1993).

FOR FURTHER INFORMATION CONTACT:

Wahib Mina, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5324; fax (310) 627-5210.

SUPPLEMENTARY INFORMATION:

Airworthiness Directive (AD) 95-11-13, amendment 39-9246, applicable to certain McDonnell Douglas Model MD-11 series airplanes, was published as a final rule in the **Federal Register** on June 1, 1995 (60 FR 28527). As published, that final rule contained a typographical error in paragraph (c). Paragraph (c) indicated that no person shall install an aft mount beam assembly, part number (P/N) 221-021-501. However, the correct P/N is 221-0261-501, which is cited correctly throughout the rest of the final rule.

This document corrects the reference to the P/N cited in the paragraph (c) of AD 95-11-13, to read as follows:

“(c) As of the effective date of this AD, no person shall install an aft mount beam assembly, P/N 221-0261-501, on any airplane, unless it has been previously inspected and re-identified in accordance with the paragraph 3.B., Phase 2, of the Accomplishment Instructions of McDonnell Douglas Alert Service Bulletin MD11-71A073, Revision 1, dated May 16, 1995.”

Since no other part of the regulatory information has been changed, the final rule is not being republished.

Issued in Renton, Washington, on June 9, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-14629 Filed 6-14-95; 8:45 am]

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14 CFR Part 39

[Docket No. 95-ANE-20; Amendment 39-9270; AD 95-12-19]

Airworthiness Directives; Pratt & Whitney JT8D-200 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is

applicable to Pratt & Whitney (PW) JT8D-200 series turbofan engines. This action requires periodic inspection of fan blades for locked fan blade shrouds and foreign object damage (FOD); unlocking of fan blade shrouds, if necessary; and lubrication of fan blade shrouds. This amendment is prompted by reports of six recent fan blade failures, two of which resulted in the separation of the engine nose cowl from the aircraft. The actions specified in this AD are intended to prevent fan blade failure, which can result in damage to the aircraft.

DATES: Effective June 30, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 30, 1995.

Comments for inclusion in the Rules Docket must be received on or before August 14, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-ANE-20, 12 New England Executive Park, Burlington, MA 01803-5299.

The service information referenced in this AD may be obtained from Pratt & Whitney, 400 Main St., East Hartford, CT 06108. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mark A. Rumizen, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7137, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) has received six recent reports of engine failures due to fan blade failures on Pratt & Whitney (PW) JT8D-200 series turbofan engines. Fan blade failures can have serious secondary effects such as inlet cowl penetration or liberation, engine flange separation, fuel leaks, or impact damage to the aircraft. Most of these failures result from fractures that originate in the leading edge of the blade just above the platform. The FAA has determined that the primary cause of the failures is high cycle fatigue (HCF) cracking that is initiated by foreign object damage (FOD) to this area of the blade. Other factors have been found to increase the blade stresses such that the blade is more susceptible to

FOD induced HCF cracking. These factors include locked fan blade shrouds, which increase blade stresses, and leading edge erosion, which can produce blade flutter. This condition, if not corrected, could result in fan blade failure, which can result in damage to the aircraft.

The FAA has reviewed and approved the technical contents of PW All Operators Wire (AOW) No. JT8D/72-33/CTS: CRC-5-4-5-1, dated April 5, 1995, that describes procedures for periodic inspection of fan blades for locked rotors and FOD; unlocking of fan blade shrouds, if necessary; and lubrication of fan blade shrouds.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of the same type design, this airworthiness directive (AD) is being issued to prevent fan blade failure, which can result in damage to the aircraft. This AD requires periodic inspection of fan blades for locked rotors and FOD; unlocking of fan blade shrouds, if necessary; and lubrication of fan blade shrouds. The actions are required to be accomplished in accordance with the AOW described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments